

Rezoning Transportation Analysis

Petition Number: 2020-160

General Location Identifier: Tax ID 10102101

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Revision Log:

Date	Description
12-28-20	First Review (WB)
01-21-21	Second Review (WB)
02-15-21	Third Review (WB)

General Review Information

The petition is located on Shamrock Drive (City-maintained, major thoroughfare) in the East wedge outside Route 4. The site is located within the Eastland Area Plan.

Active Projects Near the Site:

- There are no active projects near the site

CDOT's review of this rezoning petition is intended to provide consistency with council adopted policies, plans, standards and guidelines including, but not limited to, the [Transportation Action Plan \(TAP\)](#), [Vision Zero](#), [Urban Street Design Guidelines \(USDG\)](#), [Center, Corridor and Wedges](#), [Charlotte BIKES](#), [Traffic Impact Study Guidelines](#) and [Charlotte WALKS](#). With a commitment to design complete streets, this review is to ensure that the City's transportation network supports current and future land uses and includes streets that provide safe and comfortable mobility for motorists, pedestrians, bicyclists, and transit users.

This document is primarily for communication to Planning Department staff as part of the overall City staff analysis of the rezoning petition and includes an overall summary of the case from a transportation perspective, information on trip generation, and resolved or outstanding site plan concerns. Additional advisory information about the driveway permit process is provided for information only.

Based on our review of the petition, we offer the following information for your consideration.

Transportation Summary

The site is located on a City-maintained, major thoroughfare [Shamrock Drive], located approximately ½ mile southeast of the Eastway Drive/Shamrock Drive intersection. The proposed Aldersgate project is located on 70.417 acres and proposes four development areas with a mixture of land uses (as shown in the trip generation table below). The site plan commits to providing pedestrian connectivity and accessibility by providing six (6)-foot sidewalks through the site in accordance with the Charlotte WALKS Policy. Per the City's Traffic Impact Study (TIS) Guideline's thresholds, a TIS is needed for this site. The daily vehicle trips are increasing from 5,550 (entitlement) to 6,683 (proposed zoning). A TIS scope was approved on November 12, 2020, and the TIS is currently under review by CDOT. Additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT. Further details are listed below.

Trip Generation

Scenario	Land Use	Intensity	Trip Generation (vehicle trips/day)	Source
Existing Use	Townhomes Single Family	39 DU's 1 Dwelling	255 10	Tax Record

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	Assisted Living	5786 SF	45	
Entitlement with Current Zoning	Rest Home Multifamily (R-17 43.51 acres)	739 DU's	5,550	General Guidance from Planning and RZ 2014-067
Proposed Zoning	Multi-Family	56 DU's	304	Site Plan: 10-06-20
	Sr Adult Attached	180 DU's	698	
	Multi-Family	100 DU's	543	
	Rec Center	12,600 SF	363	
	General Office	6,000 SF	69	
	Medical Dental Office	12,000 SF	418	
	Retail	12,000 SF	1,422	
	HT/SD Restaurant	6,000 SF	679	
	Single-Family	126 DU's	1,286	
	Sr Adult Attached	98 DU's	532	
	Multi-Family	62 DU's	369	
	Total Daily Vehicle Trips		6,683	

Provide comments to the specified comments below.

Outstanding Issues

Strikethrough = Resolved

1. ~~**Curbline:** The proposed zoning district has a setback measured from back of the existing or proposed future curbline.~~
 - a. ~~**Shamrock Drive:** The existing curb is located at its future location. CDOT does not require curb relocation with this project.~~

~~Label and dimension the back of curb and gutter from the Shamrock Drive centerline.~~

Traffic Study: A Traffic Impact Study is necessary for the complete review of this petition due to the site generating more than 2,500 daily trips.

Staff will receive the petition and begin review, but the public hearing will not be scheduled until the TIS is approved to allow for the minimum time necessary for CDOT to review the study and reach an agreement with the petitioner on the required transportation commitments. Any agreed upon commitments shall be included on the last site plan submitted no fewer than 4 weeks prior to the public

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hearing. Therefore, additional traffic mitigation comments may be forthcoming once the TIS is approved by CDOT (and NCDOT).

- ~~2. Revise site plan and conditional note(s) to commit to dedicating 50-foot of right-of-way (minimum) from the Shamrock Drive centerline. Label and dimension the right-of-way from the road centerline.~~
- ~~3. **Comment Rescinded** (based on updated site plan submitted on 02/08/21, wherein Rezoning limits were clearly defined as excluding all property abutting the streets mentioned in this rescinded comment) Revise site plan and conditional note(s) to commit to providing pedestrian and bicycle access through the site, from two existing public street stubs (Dowling Drive and Seaforth Drive) and the Edsel Place cul-de-sac, to Eastway Drive, Shamrock Drive and the Briar Creek Greenway. The pedestrian and bicycle connectivity is consistent with the Eastland Area Plan recommendations, the Charlotte BIKES Policy and the Charlotte WALKS Policy.~~

~~Add a conditional note stating that "Pedestrian and Bicycle access to and from Parcel 10102101 by the way of Dowling Drive, Seaforth Drive and Edsel Place, shall be provided."~~

- ~~4. Update the last sentence of site conditional note under 4. Transportation Improvements and Access. 1. e, to state that if the Petitioner is unable to acquire additional right-of-way that the petitioner will proceed in posting a letter of credit or a bond for all improvements not completed prior to the issuance of such certificate of occupancy. This will allow to CDOT to coordinate with other permitting authorities regarding the issuance of certificate of occupancy for the applicable buildings.~~
- ~~5. Update site conditional note under 8. General Considerations (iv) to state that to minimize conflicts with pedestrians, bicyclists and motorists, all new dumpster and recycling areas shall be placed outside of pedestrian and driveway access areas.~~
- ~~6. Add a site plan note specifying dedication and fee simple conveyance of all rights-of-way to the City before the site's first building certificate of occupancy is issued is needed.~~

Advisory Information

The following are requirements of the developer that must be satisfied prior to driveway permit approval. These requirements shall be reflected on the rezoning plan, as appropriate.

1. CDOT has the authority to regulate/approve all private street/driveway and public street connections to the right-of-way of a street under the regulatory jurisdiction of the City of Charlotte, per the City of Charlotte's Driveway Regulations.
2. Adequate sight triangles must be reserved at the existing/proposed street entrance(s). Two 35' x 35' sight triangles (and two 10' x 70' sight triangles on NCDOT-maintained streets) are required for the entrance(s) to meet requirements. All proposed trees, berms, walls, fences, and/or identification signs shall not interfere with sight distance at the entrance(s) and shall be identified on the site plan.
3. The proposed driveway connection(s) to public streets will require a driveway permit(s) to be submitted to CDOT (and NCDOT on NCDOT-maintained streets) for review and approval. The exact driveway location(s) and type/width of the driveway(s) will be determined by CDOT during the driveway permit process. The locations of the driveway(s) shown on the site plan are subject to change in order to align with driveway(s) on the opposite side of the street and comply with City Driveway Regulations and the City Tree Ordinance.
4. All proposed commercial driveway connections to a future public street will require a driveway permit submitted to CDOT for review and approval.
5. Any fence or wall constructed along or adjacent to any sidewalk or street right-of-way requires a certificate issued by CDOT.
6. A Right-of-Way Encroachment Agreement is required for the installation of any non-standard item(s) (irrigation systems, decorative concrete pavement, brick pavers, etc.) within a proposed/existing City-maintained street right-of-way by a private individual, group, business, or homeowner's/business association. An encroachment agreement must be approved by CDOT prior to construction/installation.

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Contact CDOT for additional information concerning cost, submittal, and liability insurance coverage requirements.

7. The petitioner needs to complete and submit the [Right of way Abandonment Petition form](#) to CDOT for review. The decision of this rezoning petition does not correlate with the decision of the possible abandonment, as this decision is issued within the separate Right of Way Abandonment process that is controlled by North Carolina General Statutes.
8. To attain a street and pedestrian lighting recommendation, the petitioner should coordinate with Anthony Mendez, CDOT. Please visit the following link:
<https://charlottenc.gov/Transportation/Programs/Pages/StreetLighting.aspx>